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Appendix A. Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

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March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

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Appendix B. Minimization and/or Mitigation Summary

VISUAL/AESTHETICS

The following measures will be incorporated to avoid or minimize visual impacts of the project:

- If possible, the new constructed slope should be rounded to prevent an angular unnatural look. Rounded slopes have a more organic look and blend more naturally with the surrounding environment.
- At the end of construction, all areas used for staging, access, or other construction activities shall apply erosion control methods and be contour graded in such a way as to visually integrate them into the surrounding topography.
- Erosion control methods used for the re-vegetation work shall consist of a seed mix that is indigenous to the area.
- All disturbed areas during each construction season shall utilize best management practices (BMPs), which will include temporary erosion control consisting of applying native seed mix at the end of each construction season.
- Areas with removed trees and shrubs, and areas of soil disturbance due to construction activities will have permanent erosion control measures applied and will be re-vegetated where appropriate. All finished slopes and graded areas shall be hydro-seeded with a permanent seed mix composed of native plant species indigenous to the area.
- The retaining wall requires aesthetic features compatible with the area. These concepts will be explored during the design phase of the project when the type of wall is determined by Caltrans Design.
- Consideration for all the above items shall be addressed in the Landscape Architectural Assessment Sheet (LAAS) where items such as the retaining wall, areas of ground disturbance, and quantities for landscape planting will be discussed to determine cost and resources necessary for implementing these minimization measures. The LAAS, developed by the Caltrans Landscape Architect, should look at aesthetic attributes that may apply to this project.

WETLANDS AND OTHER WATERS

The project is anticipated to impact 0.1814 acres of wetlands and other waters. Caltrans will mitigate for these impacts through in-lieu fees paid to a USACE approved wetland mitigation bank.

Direct and indirect impacts to sensitive biological resources, including common vegetation and habitat for sensitive species, throughout the project area will be avoided by designating these features outside of the construction impact area as “environmentally sensitive areas” (ESAs) on project plans and in project specifications. ESA information will be shown on contract plans and discussed in the Special Provisions. ESA provisions may include, but are not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent to sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment or casting of excavation materials). ESA provisions shall be implemented as a first order of work and remain in place until all construction activities are complete. ESA fencing shall exclude all upland areas of the functioning existing embankment slopes.

Best Management Practices (BMPs)
BMPs will be employed to prevent any construction material or debris from entering surface waters or their channels. BMPs will be implemented and in place prior to, during and after construction in order to ensure that no silt, sediment, or other polluting materials enter surface waters.

Caltrans' Standard Specifications require the contractor to submit a Water Pollution Control Plan. This Plan must meet the standards and objectives to minimize water pollution impacts set forth in Section 7-1.01G of Caltrans' Standard Specifications. The Water Pollution Control Plan must also be in compliance with the goals and restrictions identified in the Central Valley Water Quality Control Board's Basin Plan. Any additional measures included in project permits will be complied with. These standards/objectives, at times referred to as BMPs, include but are not limited to:

- Where working areas encroach on live or dry streams, lakes or wetlands, RWQCB-approved physical barriers adequate to prevent the flow of discharge of sediment into those systems shall be constructed and maintained between working areas and streams, lakes and wetlands. During construction of the barriers, discharge of sediment into streams shall be held to a minimum. Discharge will be contained through the use of RWQCB-approved measures that will keep sediment from entering protected waters. Oily or greasy substances originating from the Contractor's operations shall not be allowed to enter or be placed where they will later enter a live stream, pond or wetland.

- Asphalt concrete shall not be allowed to enter a live or dry stream, pond, or wetland.

- Special attention shall be given in prventing welding materials, paint residue or other construction materials from entering any wetland or other waters of the U.S.

PLANT SPECIES

Direct and indirect impacts to sensitive biological resources, including common vegetation and habitat for sensitive species, throughout the project area will be avoided by designating these features outside of the construction impact area as "environmentally sensitive areas" (ESAs) on project plans and in project specifications. ESA information will be shown on contract plans and discussed in the Special Provisions. ESA provisions may include, but are not limited to, the use of temporary orange fencing to delineate the proposed limit of work in areas adjacent sensitive resources, or to delineate and exclude sensitive resources from potential construction impacts. Contractor encroachment into ESAs will be restricted (including the staging/operation of heavy equipment or casting of excavation materials). ESA provisions shall be implemented as a first order of work, and remain in place until all construction activities are complete. ESA fencing shall prevent access to all upland areas of the functioning existing embankment slopes.

The project limits were also redesigned in 2013 in order to avoid the two Brandegee's clarkia occurrences near the Long Ravine railroad trestle.

ANIMAL SPECIES

California red-legged frogs:

If ground-disturbing activities are planned that are either 1) within one mile of the areas identified as suitable red-legged frog habitat, or 2) that would discharge materials into the wetlands identified as suitable habitat, then protocol-level California red-legged frog surveys would be completed ahead of construction to determine presence or absence of red-legged frogs.

Foothill yellow-legged frog
If ground-disturbing activities are planned that are either 1) within 0.5 mile of the areas identified as suitable yellow-legged frog habitat, or 2) that would discharge materials into the wetlands identified as suitable habitat, then protocol-level foothill yellow-legged frog surveys are recommended and would be done prior to construction.

Cliff swallow
Breeding activity typically takes place between April and August; individuals remain common until mid-September. Disturbance to nests is prohibited during nesting season which extends from February 15 to September 1.

Nesting tree removal
Removal of potential nesting trees will be restricted to the non-nesting season.

Bats
Crevices where bats roost will be blocked to prevent roosting. Blocking will occur when bats are away from their roosts.

GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

Groundwater
Preserving and restoring the functionality of existing subsurface drainage facilities is proposed. Preserving functionality is anticipated to include the installation of an underdrain, longitudinally, along the right shoulder at similar extents to existing underdrains. A contingency allocation will be sought for strategic placement (at the engineer's discretion) of additional subsurface drainage facilities (including underdrains, horizontal drains, edge drains, etc.) during construction.

Seismic Hazards
Seismically induced rock fall measures for minimizing traveling public hazard exposure will be similar to static rock fall stability measures (see below).

Rock fall/slope instability
A rock fall assessment will be performed as part of the Geotechnical Design Report (GDR). Measures to reduce the potential for rock fall hazards (rock fall entering the travel way) are expected to include an increase in shoulder width which will provide a larger, effective catchment width (outside the travel way) for rock fall. Additional reduction of rock fall potential, along with slope instability, will be achieved by reducing localized slope instability indentified during construction. Anticipated measures include rock slope protection (RSP) placement, slope flattening, rock bolting, and/or the installation of anchored cable mesh systems.

Blasting
Blasting techniques require the implementation of the Standard Special Provisions (SSPs) for "Rock Excavation" (SSP19-4.XX) and "Rock Excavation (Controlled Blasting)" (SSP 19-

4.XX) in the project contract. A copy of these SSPs are available at www.dot.ca.gov/hq/esc/oe/2010_SSPs_output.php.

HAZARDOUS WASTE

SSP 7-1.02K(6)(j)(iii), Earth Material Containing Lead (addressing soil disturbance when lead concentrations are non-hazardous) and SSP 14-11.03 (addressing existing hazardous waste concentrations) will be included in the project specifications. The implementation of a Lead Compliance Plan for ADL is required. The contractor shall submit a project specific "Lead Compliance Plan", prepared by a Certified Industrial Hygienist (CIH) as required by Cal/OSHA. Hazardous chemicals are known to exist in the wood posts associated with the metal beam guardrail. If wood posts are removed, they will be disposed of in accordance with SSP 14-010 (Treated Wood Waste).

A Hazardous Materials Disclosure Document (HMDD) will be required as an attachment to the Certificate of Sufficiency (COS) before any right of way can be acquired. The HMDD will be prepared after final right of way mapping is available.

The ACM on the bridge will require removal and proper disposal by a licensed and certified asbestos abatement contractor in conjunction with the planned bridge replacement. The contractor must implement an Asbestos Compliance Plan (ACP) to prevent or minimize exposure to asbestos. Attention is directed to Title 8, California Code of Regulations, Construction Safety Orders, Section 5192(b) and Section 1529, "Asbestos", Occupational Safety and Health Guidance Manual published by the National Institute of Occupational Safety and Health (NIOSH) and the US Environmental Protection Agency (USEPA) for elements of the ACP.

A Non-Standard Special Provision (NSSP) will be included in the project specifications to address *National Emissions Standards for Hazardous Air Pollutants* (Air Quality - NESHAP) notification.

The NSSP for removal of ACMs, bridges, will also be included in the project specifications. Copies of NSSPs can be obtained by contacting the Caltrans' Hazardous Waste Office at HQ_HazWaste@dot.ca.gov.

Further analysis is required after the final environmental document to identify any other specific avoidance and minimization measures.

WATER QUALITY AND STORM WATER RUNOFF

In order to prevent the receiving water bodies from pollution arising from construction activities and/or operations related to this project, the following actions are recommended:

- The project shall comply with Caltrans Statewide NPDES Permit CAS No. 000003 (Order No. 99-06-DWQ) and future superseding Orders issued by the State Water Resources Control Board. Adoption of a new Statewide Permit is scheduled for sometime in the near future, and may entail additional requirements upon adoption.

- The project shall comply with the requirements of the NPDES General Permit CAS No. 000002 (Order No. 2009-0009-DWQ) for General Construction Activities since the total disturbed soil area (DSA) exceed one (1) acre.

- Since the DSA will exceed more than 1.0 acre, a Caltrans approved SWPPP is required. The SWPPP specifies the level of temporary pollution control measures for the project. Standard Special Provision (SSP) 07-345 shall be included in the PS&E package to address construction's temporary water pollution control measures. These measures must address soil stabilization, sediment control, tracking control and wind erosion control practices. In addition, at a minimum, the project plans must include non-storm water controls, waste management and material pollution controls.

    - Existing drainage facilities shall be identified and protected by the application of appropriate construction site BMPs.
    - Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent treatment BMPs. Line item BMPs may be incorporated into the PS&E package.

- The project will be regulated by the CVRWQCB through the Statewide NPDES General Permit. Caltrans shall implement the program specified in the Storm Water Management Plan.

    - The Caltrans NPDES Office will participate in early project design consultation with the Regional Board. Caltrans shall solicit Regional Board staff review during the Project Initiation Document (PID), Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) Milestones. Coordination with Regional Board staff shall be conducted through the District NPDES Coordinator.
    - Any storm water/urban runoff collection, treatment, and/or infiltration disposal facilities shall be designed, installed, and maintained for the discharge of storm water runoff from all impervious surfaces generated by the 20-year, one-hour design storm within the appropriate watersheds. Runoff in excess of the design storm generated within the project site shall only be discharged to a storm drain or stabilized drainage system capable of conveying flow from 100-year, 24-hour storm. If site conditions do not allow for adequate onsite disposal, all site runoff must be treated to meet applicable Effluent Limits and/or Receiving Water Limitations specified in the Basin Plan. The CVRWQCB Executive Officer may approve alternative mitigation measures.
    - In accordance with the NPDES General Permit, Caltrans shall comply with all Waste Discharge Prohibitions specified in the Basin Plan.

NOISE

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14.082, “Noise Control“, which states that noise levels from the contractor’s operation between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA Lmax (maximum sound leval) at a distance of 50 feet.

Implementing the following measures would minimize the temporary noise impacts from construction:

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

- As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
- Construction will be conducted in accordance with Caltrans Standard Specifications Section 14.082 and applicable local noise standards.

TRAFFIC AND TRANSPORTATION

A Transportation Management Plan (TMP) will be prepared for the project. The following elements are proposed:

- On I-80, work will be limited to nighttime hours and no lane closures will be allowed during daytime and peak commute hours on weekdays.
- A minimum of one paved traffic lane, not less than 11 feet wide, shall be open in each direction of travel.
- Lane closures will be performed in accordance with Standard Plan Sheet T10, "Traffic Control System for Lane Closure on Freeways and Expressways."
- The maximum length of any lane closure shall be limited to one mile.
- Portable changeable message signs (PCMS) will be required in the direction of traffic during construction for each lane or shoulder closure.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on special days, designated legal holidays and the day preceding designated legal holidays, and when construction operations are not actively in progress.
- Work at these locations may require the assistance of Construction Zone Enhanced Enforcement Program (COZEEP), but a full time COZEEP presence is not anticipated.
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts. Care should be taken in the timing of the schedules of each project to ensure that they are not constructed at the same time, or at a minimum to ensure that all projects are coordinated during construction to minimize any interference among the various projects.
- Lane closure charts will be developed prior to Plans and Estimates.

UTILITIES/EMERGENCY SERVICES

All emergency public services, such as medical services, law enforcement agencies, fire departments, and local ambulance services will be notified prior to construction.

AIR QUALITY

Caltrans Standard Specifications, a required part of all construction contracts, includes Section 14-9.02, Air Pollution Control, Section 14-9.03 Dust Control, and Section 7-1.02C, Emission Reduction, which should effectively reduce and control emission impacts during construction. The provisions of Section 7-1.02, Laws, and Section 7-1.02A require the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

If Naturally Occurring Asbestos (NOA) is found during construction, rules and regulations of the Placer County Air Pollution Control District must be adhered to when handling this material.

ACCESS ROADS

The contractor will be required to follow the specifications included in the 2010 Standard Specifications and 2010 Standard Special Provisions related to traffic control.

A Transportation Management Plan (TMP) will be implemented for this project. A TMP is a program of activities utilized for alleviating or minimizing work-related traffic delays by applying traditional traffic handling practices and innovative strategies including public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. TMP strategies also strive to reduce overall duration of work activities where appropriate. Typical components of a TMP can include measures such as the implementation of staging, traffic handling, and detour plans; restricting construction work to certain days and/or hours to minimize impacts to traffic and pedestrians; coordination with other construction projects to avoid conflicts; and the use of portable changeable message signs to inform the public of construction activities.

Appendix C. List of Technical Studies

Copies of the following technical reports can be obtained from Ken Lastufka, Associate Environmental Coordinator (916-274-0586):

Air Quality Memo, October 2013

Community Impact Assessment, June 2013

District Preliminary Geotechnical Report, December 2013

Historic Property Survey Report, December 2013

Floodplain Hydraulic Study, March 2007

Initial Site Assessment, February 2012

Natural Environment Study, July 2012

Noise Study Report, September 2013

Traffic Study, December 2012

Visual Impact Assessment, July 2013

Water Quality Assessment Report, July 2013